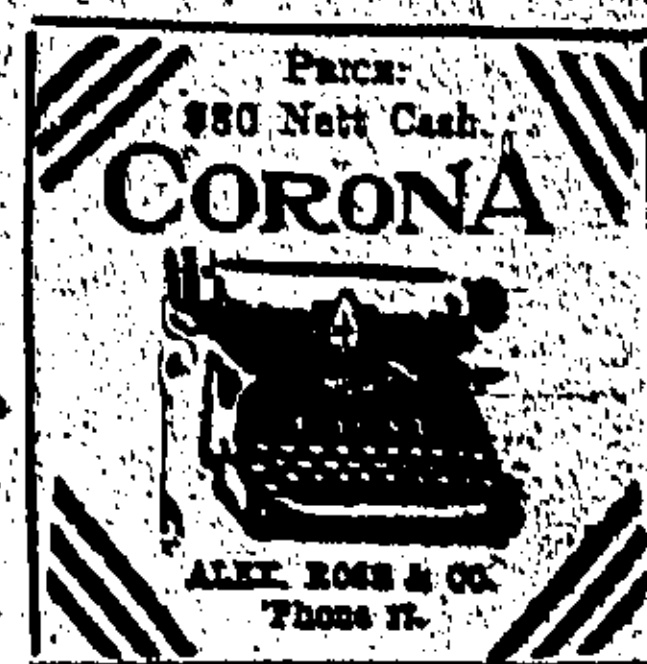


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All kinds of Photographic
Work done in latest styles
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The China Mail.

ESTABLISHED 1845



No. 17,267.

號十二月九年八十壹百九千壹英

HONGKONG, FRIDAY, SEPTEMBER 20, 1918.

午戊戌歲年七國民華中

PRICE \$3.00 Per Month



NOTICE.

ANY EUROPEAN NON-ASIATIC or
INDIAN desiring to leave the
Colony should apply in person at the
Central Police Station between the hours
of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m.
daily.
Applicants will be required to produce
Passports or identification papers. All
persons, with certain exceptions, who
remain in the Colony for more than
7 days are required to Register them-
selves under the REGISTRATION OF
PERSONS ORDINANCE 1916. Forms
of Registration giving the particulars
required may be obtained at the G.P.O.
and at all Police Stations.
The Penalty for non compliance is a
fine not exceeding \$50.

**NORTH BRITISH & MERCANTILE
INSURANCE CO.**
WHICH ARE VESTED THE SHARES OF
THE OCEAN MARINE INSURANCE
COMPANY, LTD.,
and
THE RAILWAY PASSENGERS
ASSURANCE CO.

TOTAL FUNDS AT 31st December, 1914.
£20,970,587
I—Authorized Capital £3,000,000
Subscribed Capital £4,500,000
Paid-up Capital £2,437,500
II—Fire Funds £3,837,047
III—Life & Annuity Funds £17,587,590
Sinking Fund Account £128,230
Revenue Fire Branch £2,381,456
Life and Annuity £1,141,693
Revenue Marine Department £37,239
Other Receipts £78,940
£25,338,228

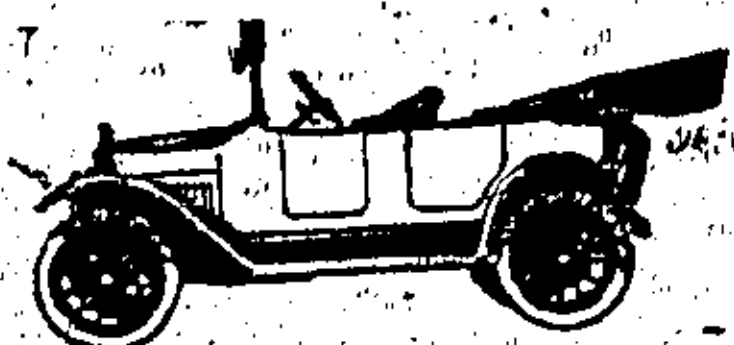
The Accumulative Funds of the various
Branches separately invested, and, by
Act of Parliament, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.
**SHEWAN, TOMES & CO.,
Agents.**

**PEAK TRAMWAYS COMPANY,
LIMITED.**
TIME TABLE.

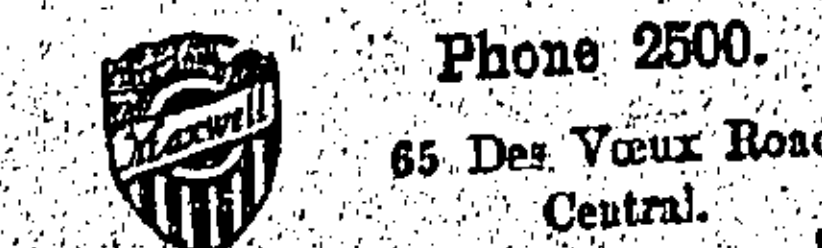
WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 9.00 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.30 p.m. Every 30 minutes.
12.30 p.m. to 1.15 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 2.45 p.m. Every 15 minutes.
2.45 p.m. to 4.00 p.m. Every 30 minutes.
4.00 p.m. to 4.30 p.m. Every 15 minutes.
4.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
NIGHT CARS.
8.30 p.m., 9.30 p.m., 10 p.m., 11 p.m.,
11.30 p.m. and 11.45 p.m.
SUNDAYS.
7.30 a.m.
8.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 noon Every 15 minutes.
12.00 noon to 12.30 p.m. Every 10 minutes.
12.30 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 15 minutes.
4.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.
SATURDAYS EXTRA CARS.
1.30 p.m. and 12 midnight.
SPECIAL CARS by arrangement at the
Company's Office, ALEXANDRA BUILDINGS,
Des Voeux Road Central.
Season and punch tickets available for
all cars but already full running at the
time stated in the Company's time tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season tickets will be issued until
payment therefor has been made in Bank
Notes or by Cheque or Comptroller order
representing Bank Note.
**JOHN D. HUMPHREYS & SON,
General Managers.**

METEOR GARAGE



Sole distributors of
MAXWELL CARS.
Automobiles for Hire and
for Sale
at reasonable Price.
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Central.



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Columbia Ave

BUSINESS NOTICES.

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KOWLOON BAY.

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Steel Building Work of every Description,
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STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT
CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.
Sailings—To Canton daily at 8 a.m. (Sundays excepted), and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 4 p.m.
SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.
Sailings—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.).
S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays excepted).
S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 3 p.m.).
S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays excepted).
Further information may be obtained at the Company's Office, Hotel Mansions,
or from Messrs. TUNO, COOK & SOX, Booking Agents, Hongkong.



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THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
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QUALITY. NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.

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HONGKONG.
Telephone No. 616.

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AND

GRILL ROOM

**J. H. TAGGART
MANAGER.**

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1,500 Feet above Sea Level.
15 Minutes from Landing Stage.
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Mrs. BLAIR.

GRAND HOTEL.

A "First-class and up-to-date Hotel, most central location within the vicinity of all the principal
banks. Noted for the best food, service, accommodation and clean lines."
A first-class dining room, renders selections from 12.30 p.m. to 11.30 p.m.
Special monthly terms for residents and for Shipping People.
For further particulars apply to **W. BARKER,
Manager.**
Telephone No. 197. Telegraphic Address "COMFORT."

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(THE ONLY AMERICAN HOTEL IN THE COLONY.)
107 HOUSE STREET.
Under American Management.
Nice and quiet, yet only a few minutes' walk from the Banks and General
District. 43 Bed-rooms, Excellent Cuisine, Scrupulously Clean. Moderate Terms.
Monthly and Family Rates on application to the Proprietress.
Lunches, Dinner, Passenger Road.
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BUILDERS OF SHIPS & ENGINES
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ENGLISH and AMERICAN

BOOTS & SHOES

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"CHINA MAIL" OFFICE.

THE WAR.

ANOTHER BRITISH ATTACK.

OVER 6,000 PRISONERS.

(Reuter's Service to the China Mail)

**ANOTHER FINE BRITISH
ATTACK.**

OVER 6,000 PRISONERS.

BRILLIANT OPERATIONS.

London, Sept. 19,
12.10 a.m.

Field-Marshal Sir Douglas Haig
reports:—
The troops belonging to the Third
and Fourth British Armies attacked
with complete success at 5.20 this
morning on a front of about 10 miles
between Holzon and Gouzeaucourt.
Our troops on the whole of this front,
advancing in heavy columns and main-
taining the enemy's positions by
assault and swept over the old British
trench systems of March, 1918.
They reached and captured the outer
defences of the Hindenburg Line in
wide sectors.

The English and Scottish troops
on the right captured Fresnoy-le-
Petit, Berthaucourt and Pont-
neuf, meeting and overcoming strong re-
sistance, particularly on the extreme
right.
On the right centre two Aus-
trian Divisions captured Le Yser, Le
Villars and Hargicourt. Pushing
forward with great determination,
they established themselves in the
old German advanced positions west
and south-west of Bellicourt, having
penetrated the enemy's defences to
a depth of three miles.

On the left centre the 74th Yeom-
anry Division and other Divisions,
composed of East County and Lon-
don troops, captured Templeux-le-
Guier, Ronsey, Epehy and
Peziere, also penetrating to a great
depth.

North of Peziere the 21st Divi-
sion attacked over the north portion
of the sector, which was defended
by it so gallantly on 21st-22nd
March. Having captured its old
front trenches with the strong point
of Vauzellette Farm and beaten off
a counter-attack, it pushed forward
for more than a mile beyond this
line, capturing several hundred pris-
oners and a battery complete with
teams.

On the left the English and Welsh
troops carried the remainder of the
high ground south of Gouzeaucourt,
reaching the outskirts of Villers
Guislain and capturing Gauche
Wood.

We captured over 6,000 prisoners
and a number of guns in the course
of these successful operations.

BRITISH AERIAL ACTIVITIES.

**HOSTILE MACHINES BROUGHT
DOWN OVER ALLIED LINES.**

London, Sept. 18.

Field-Marshal Sir Douglas Haig,
reporting on aviation, says:

Enemy aircraft was less active on
the 17th. The British carried out
reconnaissance photography through-
out the day, far beyond the German
lines and destroyed 11 machines and
drove down five. Ten British
machines are missing.

We heavily bombed three German
aerodromes at night. We brought
down three large hostile night-
bombers over our lines. One British
night-flier is missing.
We dropped 20 tons of bombs in
24 hours.

THE GERMAN REPORT.

London, Sept. 19,
12.10 a.m.

A wireless German evening report
states:—
The British and French attacked
on a wide front from Hargicourt
Wood to the Somme. Our counter-
attacks are progressing.

The enemy penetrated our centre
between Hargicourt and Emignon-
brook. Elsewhere the attacks failed.

**BRITISH ADVANCE A
FINE FEAT.**

**DOGGED and STIFFED ENEMY
RESISTANCE.**

**RESULTS OF HIGH VALUE
ACHIEVED.**

London, Sept. 18.

Reuter's Correspondent at British
Headquarters, telegraphing this
evening, says:—

In to-day's fighting near St. Quan-
tin, the enemy fought doggedly, and
evidently with a clear conception of
the great strategic importance of this
ground.

The weather helped in some mea-
sure by decreasing observation in the
early stages, so that we were occa-
sionally almost on the top of the
enemy before he observed us.

On the other hand, the rain ren-
dered the ground slushy and diffi-
cult going. In the gullies the tanks
contributed to the progress.

The Germans assembled consider-
able artillery along the front of the
attack, backed by long-range guns
firing from well behind the Hinden-
burg Line, although the latter had
to restrict their shooting to the com-
paratively few targets previously
registered, which did not constitute
serious obstacles to the advance.

The German Alpine corps was
carrying the brunt of the resistance
and putting up a stout struggle
around the key position of Epehy.
The morale of some other enemy
Divisions is poor and, although the
machine-guns generally stick to
their guns until the last, the infantry
shows a readiness to surrender.

The Australians made good pro-
gress on the right, capturing Ascen-
sion-Farm, which is a strong redoubt
north of Fresnoy and Villers, upon
the spur dominating the St. Quentin
Canal.

The general impression is that it
has been a good day for the Allies.
The one spot at which there is com-
paratively little progress is around
the point of the Franco-British in-
fantry, but our guns are coming more
and more into action in this section,
taking a heavy toll of the concentra-
ted infantry. The ground every-
where is well adapted for defence.

We gained some very important
points of observation and achieved
results of high value. Considering
the density and the elastic system
of the defences, our advance was a
very fine feat. A notable feature is
the stiffer resistance the enemy is
offering. He has apparently streng-
thened his position with fresh re-
serves. The latest news suggests
that he is steadily improving the
situation.

THE AMERICAN FRONT.

**GERMAN WITHDRAWALS IN
PROGRESS.**

London, Sept. 18.

Reuter's Correspondent at Ameri-
can Headquarters, telegraphing last
evening, says:—

The line from the St. Mihiel sector
runs along Ronvaux, Canheulles,
Pintherville, St. Hilaire, Doncourt,
Woel and Haumont, between Jaul-
mont and Remicourt, just north of
Vandieres and south of Sampey, to
the old line east of Pont-a-Mousson.
The enemy has been continuing his
general withdrawals towards the pos-
ition which now constitutes his line
on our front west of Souleuvre
Farm. He has been shelling the
quarries we captured at Norrey.

The enemy continues active aeri-
ally, and dropped bombs on the night
of the 16th on Pont-a-Mousson.
The prisoners appear well-
clothed and equipped, but of a bad
moral and inferior type compared
with those captured six months ago.

(Continued on Page 5.)

INTIMATIONS

THE HONGKONG HOTEL
COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of the new Articles of Association of the Company, the Board of Directors have this day declared an INTERIM DIVIDEND for the First Half Year ended 30th June 1918, of THREE DOLLARS (\$3) per Share.

Dividend Warrants may be obtained on application at the Company's Office on and after the 23rd September, 1918.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to 23rd instant, both days inclusive.

By Order of the Board of Directors.

J. H. TAGGART,
Manager.

Hongkong, Sept. 15, 1918. 748

THE HONGKONG ROPE
MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for account 1918, will be payable on THURSDAY, the 15th August, 1918. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Buildings, Hongkong. The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th August, 1918, to THURSDAY, the 15th August, 1918, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, July 30, 1918. 833

THE CHINA BORNEO COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE CHINA BORNEO COMPANY, LIMITED, will be held at the Office of Messrs. GIBB, LIVINGSTON & CO., St. George's Buildings, Victoria, Hongkong, the Registered Office of the above-named Company, on TUESDAY, the 1st day of October, 1918, at 11.30 o'clock in the forenoon, when the subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 13th day of September, 1918, will be submitted for confirmation as a Special Resolution:

"That the new Articles already approved by this Meeting and for the purpose of identification thereof subscribed by the Chairman thereof, be and the same are hereby approved, and that such Articles be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof."

A copy of the new Articles referred to may be inspected by any Shareholder of the said Company at the Company's Office in Hongkong, or at the Office of Messrs. Johnson, Stokes & Maclean, (the Company's Solicitors) at the Prince of Wales Building, Victoria, aforesaid, on any weekday between the hours of 10 a.m. and 4 p.m.

Dated this 13th day of Sept., 1918.

GIBB, LIVINGSTON & CO.,
Agents. 751

DAIRY FARM NEWS.

JUNKET

Cannot be excelled with tinned or fresh stewed fruit.

COULOMIER CHEESE.

COTTAGE CHEESE.

Nourishing and ideal food.

DEVONSHIRE CREAM

Can always be had.

We supply Junket Tablet on application.

69

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ALL EXCLUSIVE TRAM PASS ENTRANCE, Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings, Hot and Cold Water System throughout.

Best of Food and Service.

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We use the highest grade of materials

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JAPANESE MAKERS.

Every kind of Footwear

MADE

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ORDER



CHERRY & CO.

FEEDER STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

INTIMATIONS

THE UNIVERSITY OF
HONGKONG.MATRICULATION, SENIOR AND
JUNIOR LOCAL EXAMINATIONS.

NOTICE IS HEREBY GIVEN that these EXAMINATIONS will commence on MONDAY, December 9th 1918. Arrangements will be made to hold the Examination at any town where a sufficient number of candidates offer themselves. Candidates who wish to be examined at any other place than Hongkong or Shanghai must apply to the Registrar on or before October 2nd, 1918.

Forms of entry and all particulars can be obtained on application to the REGISTRAR, The University, Hongkong.

The entry form, duly filled in, must reach the Registrar, together with the fee (Ten Dollars, Hongkong Currency), on or before October 9th, 1918.

The Examinations will be conducted according to the Regulations for the Senior and Junior Local Examinations and for the Matriculation Examination 1918.

UNIVERSITY OF HONGKONG
Hongkong, Sept. 16, 1918. 753

ST. HILDA'S GIRLS' SCHOOL.

CANTON.

EAST PARADE GROUND.

SCHOOL RE-OPENS (D.V.) September 16th. Entrance examinations September 16th. Chinese Course, eleven years; English Course, thirteen years.

Boards' Fees: Sixty to One-hundred and eighty dollars per annum.

Principal: MISS BENDELACK.

M.A., D.E. 840

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SCIENTIFIC EYE EXAMINATION

All sorts of

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"REGAL"

RECORDS

7312 Another Little Drink

(If you were the only Girl.

7502 A Broken Doll

Keep the Kettle Boiling, Mary.

7174 They didn't believe me

They had to swim back to the

Shore.

7291 A Perfect Day

Somewhere a Voice.

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HONGKONG.

FRENCH LESSONS

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15, Morrison Hill Road.

THE NEW FRENCH REMEDY,

THERAPION NO. 1

THERAPION NO. 2

THERAPION NO. 3

NO. 1 FOR BRUISES, NO. 2 FOR CUTS, NO. 3 FOR BURNS.

NO. 4 FOR RHEUMATISM, NO. 5 FOR GOUT, NO. 6 FOR NEURALGIA, NO. 7 FOR MIGRAINE, NO. 8 FOR INDIGESTION, NO. 9 FOR COLIC, NO. 10 FOR SPASMS.

NO. 11 FOR ALL AFFECTIONS OF THE SKIN, NO. 12 FOR ALL AFFECTIONS OF THE EYES, NO. 13 FOR ALL AFFECTIONS OF THE EARS, NO. 14 FOR ALL AFFECTIONS OF THE NOSE, NO. 15 FOR ALL AFFECTIONS OF THE THROAT, NO. 16 FOR ALL AFFECTIONS OF THE LUNGS, NO. 17 FOR ALL AFFECTIONS OF THE STOMACH, NO. 18 FOR ALL AFFECTIONS OF THE LIVER, NO. 19 FOR ALL AFFECTIONS OF THE SPLEEN, NO. 20 FOR ALL AFFECTIONS OF THE PANCREAS, NO. 21 FOR ALL AFFECTIONS OF THE PROSTATE, NO. 22 FOR ALL AFFECTIONS OF THE UTERUS, NO. 23 FOR ALL AFFECTIONS OF THE VAGINA, NO. 24 FOR ALL AFFECTIONS OF THE BLADDER, NO. 25 FOR ALL AFFECTIONS OF THE RECTUM, NO. 26 FOR ALL AFFECTIONS OF THE ANUS, NO. 27 FOR ALL AFFECTIONS OF THE PENIS, NO. 28 FOR ALL AFFECTIONS OF THE TESTES, NO. 29 FOR ALL AFFECTIONS OF THE EPIDIDYMIS, NO. 30 FOR ALL AFFECTIONS OF THE SEMINAL VESICLES, NO. 31 FOR ALL AFFECTIONS OF THE URETHRA, NO. 32 FOR ALL AFFECTIONS OF THE URETER, NO. 33 FOR ALL AFFECTIONS OF THE PYLORUS, NO. 34 FOR ALL AFFECTIONS OF THE DUODENUM, NO. 35 FOR ALL AFFECTIONS OF THE JEJUNUM, NO. 36 FOR ALL AFFECTIONS OF THE ILEUM, NO. 37 FOR ALL AFFECTIONS OF THE CECUM, NO. 38 FOR ALL AFFECTIONS OF THE SIGMOID, NO. 39 FOR ALL AFFECTIONS OF THE RECTUM, NO. 40 FOR ALL AFFECTIONS OF THE ANUS.

THE CHINA MAIL.

INTIMATIONS

G. FALCONER & CO., LTD.

WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

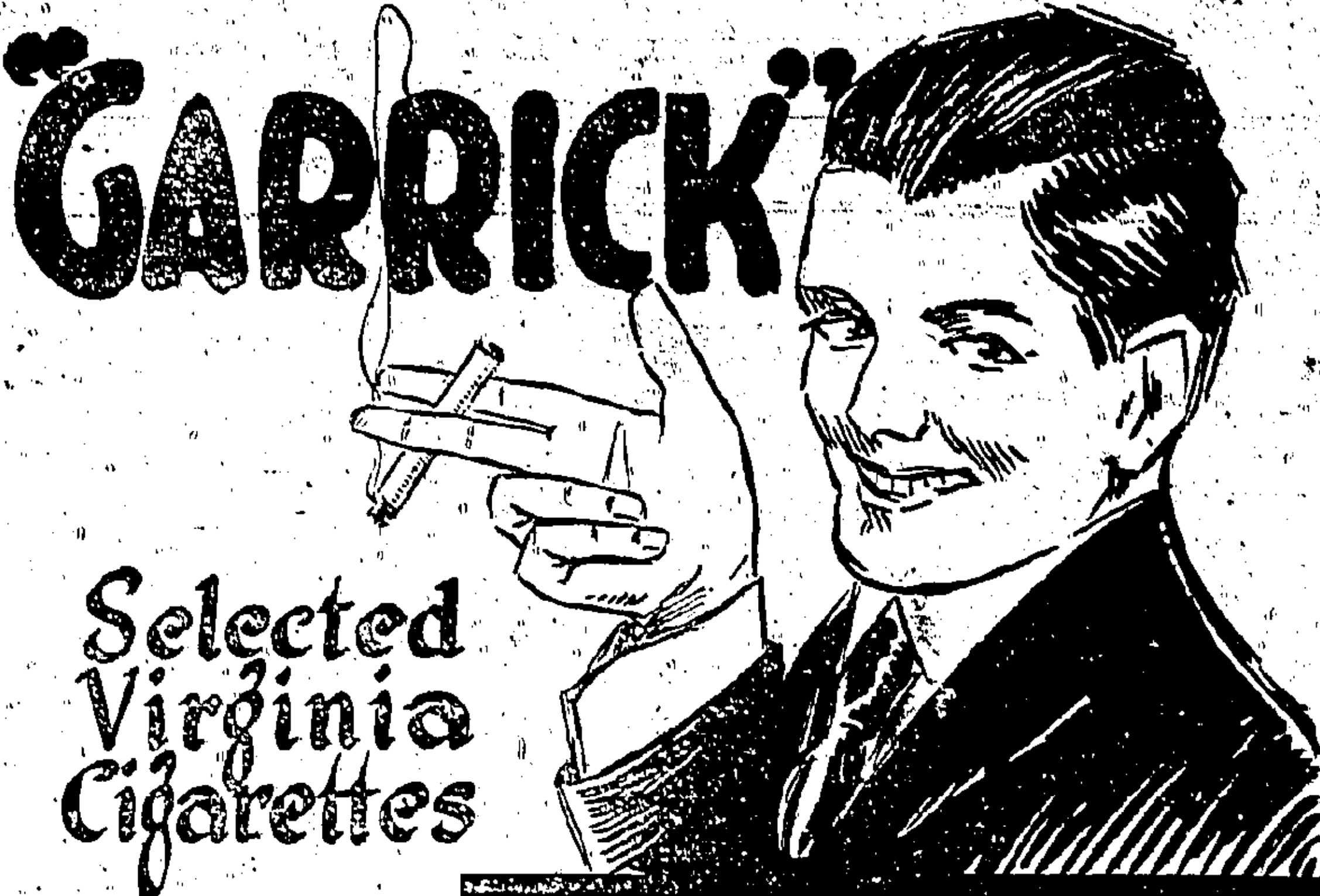
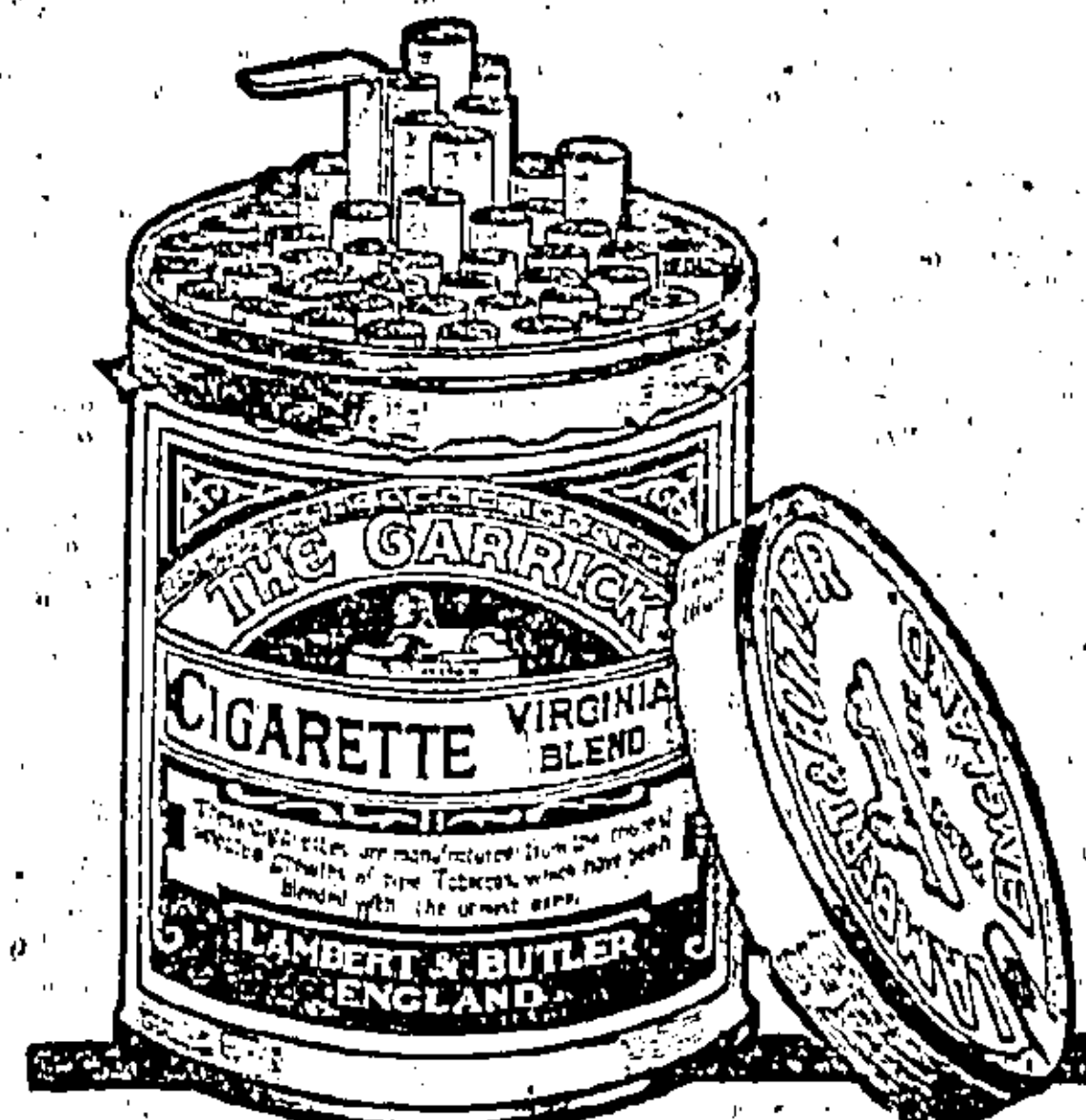
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High Class English Jewellery

Selected
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Cigarettes

A High-Grade Cigarette,
scientifically blended,
meeting all requirements
of the most critical
smoker.

SINGAPORE'S WOODEN
SHIPS.

There will shortly be launched at

Tanjong Rhu the first of two wooden

steamships built by the Anglo-Chinese

Steamship Company to the plans of, and

under the personal supervision of, the

manager for the Company, Mr. Graham

Hutchinson. A good deal has been writ-

ten at one time or another as to the

possibilities of wooden shipbuilding in

the East and a certain number of small

coasting boats has actually been put on

the water at Indian and Burmese ports,

but nothing comparable to these ships

built at Tanjong Rhu has previously

been attempted or completed. The

venture has been made with the idea of

showing that a real service to Imperial

interests can profitably be done in

the matter of this type of shipbuild-

ing, and the promoters and the

manager have had very great initial

difficulties to meet and overcome.

Primarily the chief obstacle was that

when the vessels were conceived there

was no shipyard in which to build them.

A piece of vacant ground was acquired at

Tanjong Rhu and on this the ventures

had not merely to construct their ships

but to lay out the yard in which they

were to be built. The work was done, if

for this reason alone would be note-

worthy since all the equipment and

plant had to be gathered first, but in

addition there have, from time of

time been serious delays in getting plant

and materials from America. All these

problems have, however, been successfully

solved and it is hoped that during this

month the proof of this will be found

when the first of the two ships will be

launched. The vessels are stoutly built

and are intended to meet the require-

ments of the Straits and China trade

and there is little doubt they will prove entirely successful, whilst they will deal with cargo to an extent which must help to relieve the strain on steamship space for Imperial purposes. The particulars of the vessels are roughly as follows:

Principal Dimensions:—Length B.P. 230 feet, Breadth moulded 42 feet, Depth in Hold 22 feet, Deadweight at load draft about 2,400 tons.

The vessels are built to Lloyd's highest class for wood ships, A 1 for 12 years, the external planking being of teakwood throughout with framing of hardwood.

The propelling machinery arranged amidships consists of two sets of powerful Skandia motors giving a speed of 10 knots with a fuel tank capacity of 200 tons, whilst a vertical donkey boiler installed on deck at fore end of vessel is capable of supplying steam to the six cargo winches working three hatches.

Accommodation is provided for over 300 third class passengers on the main deck aft. The first class passenger accommodation is situated under the bridge deck amidships, with space for 20 passengers in large state rooms, special attention having been paid to ventilation, whilst the dining saloon is at the fore-end under the bridge deck.

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The cargo gear consists of double. Samsen posts forward and aft, with central flag staffs for signalling purposes, the two derricks working each hatchway having steel wire cargo gear and patent cargo blocks. The combined steam and hand steering gear is placed in a house on the bridge deck at the fore end, with the auxiliary gear at the rudder head aft and a steam windlass on forecastle deck.—Singapore Free Press.

WORSE GERMAN CRIMES AHEAD.

Mr. Ian Macpherson, Under Secretary for War, speaking at the weekly entertainment to American troops at the Palace Theatre, said Germany had been guilty of crimes that would make posterity shudder, but horrible as those crimes had been they were not more horrible than the crimes Germany intended to commit.

Germany had respected no treaties that she could break to her own advantage, and therefore the value of any treaty that Germany entered into would be nil; and until we could be assured that future generations "would be safe, and until reparation and expiation had been made, there would be no end to this war. The determination of America was the determination of England.

THE GERMAN NATIONAL ANTHEM.

The enemy is again calling for a new German national anthem, "which must not be sung to the tune of the English National Anthem." What has happened, we would politely inquire, to the 5,000 and odd national anthems sent in last year, when the German Government announced a competition for a new patriotic song, and a committee of poets and musicians was appointed to make a selection from the bunch? Can it be that not one was found suitable? It is by the way, the Prussian, and not the German national anthem which is sung to the tune of "God Save the King." If there is a German national anthem, it is "Deutschland über Alles"; but the Prussians—who remember it was originally one of the revolutionary songs of '48—have never encouraged its use.

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Electric Reading Lamps, Blackwood and Teakwood Screens, Blackwood Furniture, including large Blackwood Screen, Side Tables, Chairs, Cabinets, &c., Engravings, Pictures, Eikonsan and Brass Vases, &c., &c., Tennis Poles and Net, Several Carpets new and second-hand.
Also
PIANO by John Murdoch & Co. (Full Particulars from Catalogue).
TERMS:—Cash.
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PUBLIC AUCTION.
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A LARGE QUANTITY OF SHIPS STORES, WINES, SPIRITS, LIQUEURS, BEER, STOUT, and SYRUPS.
Comprising:—
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A Sacks of COFFEE BEANS and Ten Cases MARGARINE.
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Embroidered and Renaissance Bedspreads, Pillow Cases, Tray Cloths, Table Covers, Table Centres, Single and Double Plain and Hemstitched Sheets, Plain Pillow Cases, White Satin Quilts, Pure Linen Damask Serviettes, Bath Towels, Turkish Towels, Glass Cloths, &c., &c.
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Electric Reading Lamps, Blackwood and Teakwood Screens, Blackwood Furniture, including large Blackwood Screen, Side Tables, Chairs, Cabinets, &c., Engravings, Pictures, Eikonsan and Brass Vases, &c., &c., Tennis Poles and Net, Several Carpets new and second-hand.
Also
PIANO by John Murdoch & Co. (Full Particulars from Catalogue).
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Hongkong, May 1, 1918. 230

THE DUTCH CONVEY TO THE EAST INDIES.

UNPRECEDENTED VOYAGE.

[By ARTHUR HARRIS.]

The dramatic act in real politics is frequently an act of folly. The Dutch people may find that to be the case. The dramatic act in real politics is frequently an act of folly. The Dutch people may find that to be the case. The dramatic act in real politics is frequently an act of folly. The Dutch people may find that to be the case.

In the first place, we have Holland with Germany as her near neighbour on the one hand, and Great Britain as her near neighbour on the other, the former being a military Power and the latter a naval Power; and far away are the East Indian colonies of Holland, from which she draws a large revenue. Between the Netherlands and these colonies lie the seas commanded by the British Fleet, which is maintaining a blockade of Germany. That blockade bears indirectly on Holland owing to geographical conditions. Without preliminary consultation with the Power which controls the seas, the Dutch Minister of Marine, M. Rammelaar, dramatically announced at a meeting of the First Chamber at The Hague on April 16 last that it had been decided to send a convoy of Government passengers and goods to the Netherlands East Indies, with a man-of-war in attendance. Since it was the knowledge of this Minister and his colleagues that Great Britain has always refused to acknowledge the right to convey, the procedure, to state the case mildly, was not courteous. It was significant that the policy adopted was opposed even to the Dutch Ship Registration Law. So, with the approval of the Dutch Government—apparently on afterthought—that law was amended for one purpose, and one purpose only—the regularisation of the scheme to which the Minister of Marine had committed himself in the First Chamber. But that was not all. The adventure raised other difficulties, as M. Rammelaar himself admitted in his speech of April 24, when he said:

Convoys on a large scale would require enormous quantities of coal, and the objection to sending ships to the East Indies consists in the supply of coal. We have in these times experienced everywhere that the refusal to supply bunker coal prevents navigation. If we wish to send convoys, we should, by sending a collier with the convoy—and that the Government intend to do—have to try to transport coal on the way at sea, and endeavour to reach the colonies without calling at a coaling port. But this can, in the present circumstances, only be done on a limited scale on account of the quantities of coal required. For this reason the Government propose to limit it to Government personnel who have to be relieved, and to Government goods which have to be despatched to the Government of the Netherlands East Indies. This imposes such a demand upon our stock of coal, and therefore on the coal of our industries, that it is the limit for the present.

INQUIRING THE BRITISH BLOCKADE. In these circumstances, the preparation of the little fleet proceeded to the ignoring of the Power enforcing the naval blockade and to the ignoring of the economic conditions to which Holland, largely owing to the sale of goods to Germany, has been reduced. By the end of May the preliminaries had been settled, although in the meantime the British Foreign Office had sent word to The Hague that the British "will exercise the belligerent rights of visit and search of merchant vessels should the Netherlands Government carry out their proposal." We, who have fought for our sea rights, could not do less than make that declaration, particularly in view of the disregard shown to the blockade by the Minister of Marine in making his original statement of intention. Within

the last month of that announcement from the Foreign Office in London the Department of Marine issued an official communiqué, in the course of which it was remarked that "it is obvious that the convoy commandant would not tolerate any examination of the conveyed ships." In other words, the rights of the blockaders of Germany were to be ignored, and ignored in the most direct manner. At the same time, particulars were given of the convoy.

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Consider the warship "Herzog Hendrik," under the command of Captain de Jonckheere, who is convoy commandant, the convoy will consist of steamship "Tabanan," transformed into an auxiliary cruiser, of Rotterdam-Lloyd, under command of Captain Goosens, and very probably steamer "Noordam," of Holland-America Line as passenger ship, and steamship "Bengalia," of Nederland Company, as collier. Ships will leave Rotterdam of Texel about middle of June, and, avoiding on voyage areas declared by belligerents to be dangerous, will proceed round Cape of Good Hope. Stock of coal will be replenished as far as necessary out of the "Bengalia" either in neutral ports or at sea outside territorial waters of belligerents. Duration of voyage estimated at about three-and-a-half months.

In those circumstances this project was developed. Let there be no misconception. Apart from the naval and political issues raised, alike dangerous to Holland, the convoy must throw a heavy expense on the Dutch people, at a moment when they have merited our sympathy owing to the expense and privation which the war has thrown upon them. This voyage will probably cost them, at least half a million sterling; and perhaps, well nigh twice that amount. But there is more in it than that. The coal which the ships will use will apparently be German coal—that is my information—the price to be paid being over 24 a ton. Nothing is said in the White Paper, which has been issued as to the real, rather than ostensible, ownership of the three merchant ships which will be employed in this adventure. Are they entirely Dutch, or are they partly owned by Germans? The question is of some importance, because the interest of the Germans in Dutch shipping, particularly the Shipping and Coal Company of Rotterdam, has always been considerable.

AN INEXPLICABLE INCONSISTENCY. Now in these circumstances what attitude ought the British Foreign Office to have assumed when its preliminary warning was ignored? A seaman would have bluntly refused to compromise on the matter. There can be no question as to his view, especially in the light of the course which events had taken. Mr. Balfour, however, decided on a compromise, which does undoubtedly represent a bargaining over our sea rights, whether justified by special or general considerations I need not pause to consider. In the memorandum to the Netherlands Government of June 7, which has just been published, attention was, in the first place, called to the inconsistency between the advertised innocence of the merchant ships' voyage and the decision to escort them with Dutch men-of-war, denying to the Allies the right of visit and search. "The sending of the convoy at all is hardly capable of explanation, except on the assumption that the conveyed vessels are to be protected in some transaction which the belligerents do not recognise as legitimate." There has been, and can be, no answer to that indictment. If the mission is innocent, judged from a naval, economic, or political standpoint—and they are all affected—its armed protection is unnecessary. While proclaiming that "his Majesty's Government cannot consent to any abatement of the right which they claim to search vessels under neutral convoy," the Foreign Office proceeded to state that they would agree to a compromise—in other words, an abatement for this occasion. In effect, full particulars; it was declared, should be furnished of the cargo and passengers, the latter to include only Dutch officials and their families, together with a guarantee that "no goods shipped in the convoy are either wholly or in part of enemy origin"; it was also stipulated that no ordinary mails, correspondence, printed matter, or parcels were to be carried. In reply to this declaration the Netherlands Government sent a Note, confused and inconclusive, because it failed to explain the inconsistency involved in escorting by men-of-war a group of innocent ships, and thus increasing the coaling difficulty to which the Dutch Minister of Marine himself referred in the early stage of this inexplicable and costly adventure. The more ships, the more coal consumed; and the Dutch will be shivering for want of coal in a few months.

We in the British Isles shall watch with lively interest the development of an incident unparalleled in British annals. It may be left at that, with the expression of the hope that no harm will come to the Allied cause as a consequence; and that the precedent thus established will never in any circumstances be repeated.

PRINCE ALBERT'S SPEECH.
FIRST PUBLIC APPEARANCE OF THE ROYAL AIRMAN.
Prince Albert, the Royal Airman, made his first public appearance lately, when, as president of King George's Fund for Sailors, he attended the annual meeting at the Mansion House. He was received by a guard of honour of training school boys and veterans of the merchant service.
Wearing the uniform of the Royal Air Force, the Prince said that although the public on shore saw little of the sailor and less of his work, the generous support which the fund had received indicated how highly his efforts were appreciated.
"The sailor's profession is not a comfortable one even in peace times," he added, "and the extreme hard-ship and dangers endured in war time call for sympathy and understanding from his fellow-countrymen. As one who has been in the Fleet I should like to tender my thanks, in the name of and on behalf of those serving on the sea on whatever duty or in whatever sphere, for the very hearty support given by all classes of citizens to the fund."

THE ORIGIN OF "ALIENS."
When did we begin to talk of "aliens"? The word is unknown to the London constables who compiled for Queen Elizabeth a generally intimate record of the non-English living in her capital. They are called "strangers." That ancient word "naturalisation" is also unknown. "Free denizen" is the correct phrase. The number then living in London must have been relatively great, if Blackfriars and St. Katharine's near the Tower are true witnesses. For the latter half of Dutch 212, of French 48, and of Scottish 7. Blackfriars was still more thickly populated with aliens. Their names are preserved, with their trades, their churches, and the number of their children and servants. These printers and letter casters of Blackfriars appear to have come either "for to get their living" or "for religion."

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Estimates furnished on application.
WONG FING WA, Manager.
Hongkong, April 1, 1912.

TELEGRAMS.

(Continued from Page 1.)

FURTHER FRENCH ADVANCE.

DESPERATE ENEMY RESISTANCE.
MORE POINTS CAPTURED.

LONDON, Sept. 19, 1.15 a.m.
A French communiqué states:—
During the day our troops, operating in conjunction with the British Army, progressed in the region west of St. Quentin.

Between Holnon and Essigny-le-Grand on a front of ten kilometres, notwithstanding desperate resistance, we advanced our lines to an average depth of two kilometres and reached the western outskirts of Francilly and Silenay.

We captured Savy Wood and Fontaine-Cléry, and farther south we held the southern outskirts of Contesmes. We approached Essigny-le-Grand and took several hundred prisoners.

North of the Aisne we continued to progress west of Juvy. The enemy delivered strong counter-attacks on the plateau east of Allennes. Our counter-attacks drove the enemy back and resulted in fresh gains of ground and 130 prisoners.

FRENCH TWO MILES FROM ST. QUENTIN.

INFILTRATION TACTICS
ALTERNATE WITH RUSHES.VAIN ATTEMPT TO HOLD UP
ALLIED ADVANCE.

LONDON, Sept. 19.
Reuters' Correspondent at French Headquarters, telegraphing this evening, says:—

General Debeney's Army continues to advance in the direction of St. Quentin, in conjunction with the British.

In the north very vigorous resistance was offered by the Germans a few hundred yards in front of the Hindenburg Line, which runs west of the town whose suburbs form part of the defence. Groups of infantry, bravely supplied with machine-guns, are dotted everywhere, endeavouring to hold up our advance, but in vain, for the French are attempting rushes with infiltration tactics and are steadily progressing. They are now only two miles from the suburbs of St. Quentin and are already holding some of their old trenches on a wide stretch of front.

GERMAN ARMY DISCOURAGED.

BY ALLIED SUCCESS.

LOW MORAL OF ENEMY
TROOPS.

LONDON, Sept. 18.
Reuters' Correspondent at American Headquarters, telegraphing this afternoon at 5 o'clock, says:—

Patrols report that the enemy is running Huermont, suggesting his intention to leave, but he is strengthening the dugouts at strong points along the Hindenburg Line. Much movement of men and wagons is noted in the vicinity of Manatour, Contans and Chambley.

Five prisoners have been taken belonging to the 14th Storm Battalion. Such battalions are never used for line work, except when the enemy is hard pressed for reserves. The prisoners are agreed on the lowness of their own moral, and admitted that the Army is greatly discouraged by the British and American successes.

BRITISH ATTACK WITH LIMITED
OBJECTIVES.

TO PIERCE OLD MARCH LINE.

LONDON, Sept. 18.
Reuters' Agency learns that this morning's British attack was with limited objectives, to pierce the old March line. The enemy fought well.

An important feature of the advance is that the British not merely pierced their old line of March 21st but attained very great success near Bellcourt, where the St. Quentin Canal, which is practically an integral part of the Hindenburg line, runs three or four miles underground. This tunnel, begins near Bellcourt, and ends near the villages of Catelet and L'Empire. The heights commanding the tunnel are now largely in British hands, and the Germans at this point cannot hope to oppose the advance of the tanks by flooding the country.

RAPID DEVELOPMENTS
FORESHADOWED.

MARSHAL FOCH'S AIM.

SMASHING THE HINDENBURG
LINE.

PARIS, Sept. 18.
The Military expert of the newspaper *Evénement* foreshadows developments in the immediate future. Henceforth, he says, the struggle will continue uninterrupted. Several sectors are equipped for the offensive, giving Marshal Foch a variety of choices.

The first great aim is the smashing of the hinge of the Hindenburg line behind the St. Quentin-Laon line, causing the obliteration of the huge salient from Flanders to Arras.

BALKAN OFFENSIVE.

ENEMY REINFORCEMENTS
BROUGHT UP.CONSIDERABLE BOOTY TAKEN
BY ALLIES.

LONDON, Sept. 19.
A French Eastern communiqué states:—

Despite important reinforcements hastily brought up and the desperate defence, the Allied offensive continued successfully on the 17th. All the day's objectives were gained and attacks developed on a front of 35 kilometres. We reached a maximum depth of 12 kilometres.

The Serbians, co-operating with the French and the Hellenic detachments, after a severe struggle, captured the villages of Zovik and Stracina, and the heights of Polchitcha and Bochiceto, north of the river Gradistina. The village of Gradistina was captured, despite a fierce defence.

In the centre the Allies progressed on the crest rising from Kozac to the north-west, and gained a footing in the heights of Kachkowlumons. Over 50 guns, including 20 heavy guns and very great booty were captured. The number of prisoners is incessantly growing.

THE ADVANCE IN THE BALKANS.

LONDON, Sept. 18.
In the Balkans the Allies advanced 10 miles on a front of 20 miles and reached the Cerna river. They captured over 50 guns. The Allied losses were slight.

The Bulgars fought stubbornly on the 15th, after which, without trenches, the opposition was weak.

THE ITALIAN FRONT

REPEATED ENEMY THRUSTS
FOILED.

HEAVY ENEMY LOSSES.

LONDON, Sept. 18.
A wireless Italian official report states:—

We repulsed repeated thrusts against our defences at the head of Seren Valley, and north of the Grappa, inflicting heavy losses.

MUTINY IN GERMAN
ARMY.TROOPS FLING RIFLES FROM
TRAIN.

THE HAGUE, Sept. 19.
The *Leeuwarder* reports that a mutiny of German troops, mostly boys of 18, broke out at Aix-la-Chapelle, while they were proceeding to the front. The escort fired, killing eight and wounding many others. They were driven into the train, but they flung their rifles out of the windows.

ATTEMPTED AIR-RAID ON
EAST COAST.

ENEMY SEAPLANES DRIVEN OFF.

ONE MACHINE DESTROYED.

LONDON, Sept. 18.

The Admiralty states:—
During the past 48 hours the Royal Air Force contingents, co-operating with the Navy, dropped 13 tons of bombs on the Brugge docks and the Middelkerke aerodrome.

We destroyed 11 hostile machines and drove down seven out of control. Four British machines are missing. Two seaplanes and two aeroplanes engaged a formation of five enemy seaplanes approaching the East Coast. One hostile machine was destroyed. The remainder retiring to the east.

FIGHTING IN SIBERIA.
CZECHO-SLOVAKS NEAR KAZAN.

CITY SAID TO BE IN RUINS.

AMSTERDAM, Sept. 19.
The *Rheinische Westfälische Zeitung* states the Czecho-Slovak Army are strongly entrenched near Kazan with plenty of artillery, and claims that Kazan is held by the Soviet but is a mere heap of ruins.

BULGARS AND GERMANS
REPULSED.

ALLIED ADVANCE DEVELOPS.

PARIS, Sept. 19.
The Press Military experts, analysing the Macedonian offensive, express the opinion that the entire mass east of the Cerna Bend will soon be cleared up, enabling developments north of Monastir.

Philip, Vels, and Isop, where the Bulgarians considered they were masters, for everyone should shortly be threatened. The news from Salonika shows that enemy counter-attacks in the Kozulka region, in which the Germans co-operated, were repulsed.

The Allies are continuing their advance on the whole front. The villages of Gradistina and St. Ravina have been captured.

The enemy continues to abandon enormous material.

ENEMY PRESS COMMENT ON
PRESIDENT WILSON'S REPLY.

AMSTERDAM, Sept. 19.

Commenting on President Wilson's reply to the Austrian Peace Note, the *Rheinische Westfälische Zeitung* states:—This cold and chilling scorn and this cool rejection has a more shattering effect than all the semi-official phrases that the man in the White House could have used.

AUSTRALIAN PREMIER ON PEACE.

TO BE DICTATED IN POTSDAM.

LONDON, Sept. 18.

Speaking at a luncheon at the Savoy Hotel to the Australian and New Zealand Press delegates, the Hon. W. A. Hughes, referring to the Austrian peace proposal said the enemy, beaten on the battle-field, now sought to snatch a victory by camouflage. Mr. Balfour's reply certainly spoke for the Australians. (Cheers.) President Wilson's reply was very swift and a most meriting blow at the weak joint in the enemy's armour. The enemy's peace but failed, but the enemy would but their backs again cunningly a thousand times more, if necessary, but the only peace which would be permitted must be a peace dictated, perhaps, in Potsdam, which would ensure that the military power in Germany was forever broken. (Cheers.)

A DIPLOMATIC VERSAILLES
URGED.THE TIMES' ON THE NEED
OF UNITY IN DIPLOMACY.

The *Times* states:—There is much curiosity in diplomatic circles as regards the channel through which the German peace offer was conveyed to Belgium. This and the failure of the Austro-German peace offensive has revived, among the Allied diplomats, the question whether the Allied Governments should not establish a unity of diplomatic control similar to the military unity already achieved. It is urged that the late peace offensive is probably a preliminary manoeuvre and may soon be followed by offensives more precise and less easy to meet. Even if the Allies decide that the Austro-Hungarian Note does not require a concerted Allied reply, though opinions differ on this point, it is suggested that a certain diplomatic Versailles may be indispensable to meet future emergencies with absolute unanimity. If establishment presupposes the drafting of a definite Allied peace policy as a basis of diplomacy, and it is argued that no time should be lost in the Allied Governments giving this matter their earnest consideration.

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DUTCH MINISTER OF MARINE.

THE HAGUE, Sept. 19.

Vice-Admiral Naudin (den Cato), Commanding the Naval station at Willemsoord, has been appointed Minister of Marine.

THE LANCASHIRE COTTON STRIKE.

PREMIER'S APPEAL TO
OPERATIVES.

LONDON, Sept. 17.

Mr. Lloyd George has sent a letter to the Association of Operative Cotton Spinners appealing to the spinners, in the interests of the men who are fighting, to return to work and leave the decision of the disputed matters in the hands of the Government after an inquiry by the Tribunal, to be immediately appointed by the Government.

THE PREMIER'S APPEAL TO
BE DISCUSSED.

LONDON, Sept. 17.

The Press Bureau announces that, as a result of a conference of representatives of the Operative Cotton Spinners' Association, the Board of Trade, and the Labour Ministry, held in London to-day a meeting of the executive of the Association, and a special meeting of the representatives will be held at Manchester to-morrow to discuss the Premier's appeal.

DEATH OF JAPAN'S FOREIGN
MINISTER.

WASHINGTON, Sept. 18.

A message from Tokio announces the death of the Japanese Foreign Minister, Viscount Motono.

Viscount Motono, who was 56 years of age, entered upon his diplomatic career as a translator in the Foreign Office in 1880. He has held appointments in Brussels, Paris, and Petrograd. He was Ambassador at Petrograd from 1906 to 1910. Viscount Motono was one of Japan's delegates to the Peace Conference at The Hague in 1919.—Ed.

THE SILVER MARKET.

LONDON, Sept. 17.

The Silver Market is steady.

EARLIER TELEGRAMS.

THE GREAT BATTLE.

CONTINUED BRITISH PROGRESS.

LONDON, Sept. 18.

Field-Marshal Sir Douglas Haig reports:—
As the result of yesterday's operations we took possession of Holnon village and took several prisoners. This morning we attacked north-westward of St. Quentin.

Last night the enemy attacked at Mouvaes under cover of a heavy barrage and pressed us back to the western outskirts of the village. By a successful local operation at night-time we slightly advanced our line immediately south of La Bassee Canal.

BRITISH NEARER HINDENBURG
LINE.

LONDON, Sept. 18.

Reuters' Correspondent at British Headquarters, telegraphing to-day, states:—

This morning's attack, extending from south of Gouzaucourt to the junction of our right flank with the French Army, partook of the character of an overrunning movement, carrying the line well into the enemy outposts and bringing us nearer the Hindenburg system over a wide stretch. The country hereabouts, consisting of little ridges, gullies and woods, lends itself to elastic defence, which the Germans are now employing. The attack probably surprised the enemy, the night being favourable to the assembly of troops. The preliminary barrage was short and intense. The attack moved in progressive stages, as it was necessary to pass while the enemy pockets were being mopped up. The French are expected to be progressing well in conformity with our own advance, especially in the region of Savy Wood. News so far is necessarily sketchy, as rain was falling when the attack was launched and aeroplane observation is impossible. The weather has since improved. Progress is reported at many places, with stiff fighting at or near Fresnoy, Ronsoy and Ephepy. Prisoners are coming in but the figures are unavailable.

FURTHER PROGRESS BY FRENCH.

LONDON, Sept. 18.

A French communiqué says:—
West of St. Quentin we progressed in the Holnon-Savy district. We have continued to enlarge our gains between the Ailette and the Aisne and progressed by local attacks on the plateau east and north of Allennes. We captured, in the morning, after a sharp fight, a strongly held point east of Bagey.

The number of bodies found north of Laifaux proves the heaviness of the enemy's losses in the recent fighting.

The Germans on the Vesle front, three counter-attacks our positions in the Glénay region and were repulsed with heavy loss.

Six enemy aeroplanes were killed. One balloon was set on fire on Sept. 18. Bombing squadrons dropped ten tons of bombs at night on enemy stations, bivouacs, and aerodromes, despite a raging tempest.

FRENCH REPULSE ATTACKS.

LONDON, Sept. 18.

A French communiqué states:—
South of the Oise there was artillery activity during the night. Violent enemy counter-attacks in the plateau region north of Savy were without result. We maintained our gains. In Champagne and Lorraine we carried out *coupes de main* and took prisoners.

GENERAL MANGIN'S ACHIEVEMENT.

PARIS, Sept. 18.

A Havas Agency message says:—
General Mangin continues improving his positions west of Chemin-des-Dames in spite of German resistance. The advance in the St. Gobain Forest region is one of the war's great achievements and General Mangin's men are making one of the most admirable fights of this war.

AERIAL ACTIVITIES.

LONDON, Sept. 18.

The Admiralty reports:—
Royal Air Force contingents, co-operating with the Navy from Sept. 8 to Sept. 15, made several successful raids and dropped over 93 tons of bombs on Brugge Docks and enemy aerodromes with good results. Eleven bombs burst on the quays at Brugge and a fire was started. Uytkerke aerodrome was attacked from a low altitude. One hangar took flame and fires were started among the workshops. The activity of enemy aircraft is below normal. We destroyed three enemy machines and drove down two out of control. Two British machines have not returned and are believed to have landed in a neutral country.

GERMAN REPORT.

LONDON, Sept. 18.

A wireless German official message says:—
The French by a strong thrust in the direction of Rion and southward of the Laifaux-Chavignion road, temporarily penetrated our lines. Our counter-thrust drove them back.

"THE MARVELLOUS SOLDIERS"
OF THE ENTENTE.

PARIS, Sept. 17.

In the Senate, M. Clemenceau, in an eloquent oration, expressed the immense gratitude of the people to the marvellous soldiers of the Entente who were liberating them from the sword of barbarism in their hour of supreme agony. Germany foolishly believed that victory would wipe out her crimes but now a reversal of fortune was compelling the Kaiser's armies to retire and the terrible account between the peoples which Germany had opened would be paid in full.

PERSHING'S PHYSIC FOR THE
BRITISH PREMIER.

LONDON, Sept. 18.

The Press Bureau says:—
General Pershing has replied to Mr. Lloyd George as follows:—Your congratulations are deeply appreciated. It shall be the American Army's endeavour to supply you with occasional doses of the same sort of medicine as needed until final victory is attained.

THE PREMIER CONVALESCENT.

LONDON, Sept. 17.

Owing to Mr. Lloyd George's indisposition, Lord Beaverbrook's dinner in honour of Australian, New Zealand and South African journalists has been postponed till next week.

THE ITALIAN FRONT.

AUSTRIAN REPORT.

LONDON, Sept. 18.

A wireless Austrian official message says:—
The Italians stormed Tassin Ridge in the Monte Pernice region five times, but were driven back each time, after bitter hand-to-hand fighting.

(Continued on Page 2.)

It is stated in the North-German Lloyd Year Book for 1917-18 that the company's ships seized in North and South American and Chinese waters represent a loss of freight room of over 100,000 tons. Altogether 115 German and Austrian ships have been confiscated, aggregating 704,000 tons. Regarding the situation after the war, the director-general of the company, Herr Heinke, contends that the proposed shipping pool, which is to include German, Austrian and Hungarian lines, will not greatly injure them, as Pool vessels will not be able to enter waters reserved by the Central Powers.

There was a net loss of 618 newspapers in United States and Canadian papers in 1917.

A disgraceful scene occurred in Glasgow recently, when hundreds of so-called Bolsheviks held up trams and attacked drivers and conductors. Civilians rushed to their assistance, and a great struggle took place before the police arrived.

THE GOLF MATCH.



First Golfer (after magnificent drive): What do you know about that?
Second Golfer: Well, it's good but, I'll tell you what, we won't play for the usual ball this time. I'll have you on for a War Bond ticket, loser pays.
First Golfer: Right—O! But to make it fair, loser shares if the ticket wins a prize.
Second Golfer: In any case it is 82.50 for War Charities and I think we ought to "Pay the Piper" for our pleasures in these times.

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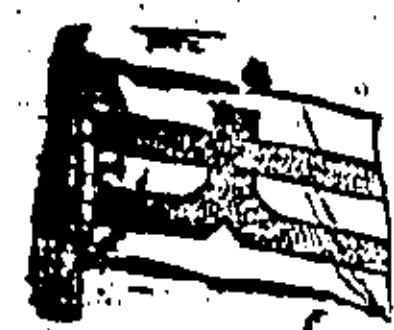
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"MEXICO MARU".....Monday, 3rd Sept., at 2 p.m.

SOUTH AMERICAN LINE: Every two months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

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"SOSHU MARU".....Thursday, 26th Sept., at 9 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

"AMAKUSA MARU".....Sunday, 22nd Sept., at Noon.

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FOR	STEAMERS	TO	SAIL
SHANGHAI	YINCHOW	Sept. 21, at 4 p.m.	
SWATOW & SINGAPORE	CHINCHOW	Sept. 22, at 10 a.m.	
WUHAIR and TIENTSIN	SUNSHINE	Sept. 23, at 3 p.m.	
SHANGHAI	SUNSHINE	Sept. 24, at 4 p.m.	
SHANGHAI	SUNSHINE	Sept. 27, Daylight	

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SHANGHAI via FOCHOW	WOSANG	TUESDAY, Sept. 24, Daylight	
HAIPHONG	TAISANG	WEDNESDAY, Sept. 25, at 7 a.m.	
MANILA	TAISANG	FRIDAY, Sept. 27, at 3 p.m.	
SANDAKAN	MAUSANG	TUESDAY, Oct. 1, at Noon	

CALCUTTA LINE—This line is temporarily discontinued owing to the war, but at present a monthly service is maintained with Calcutta by the s.s. "Kwangsang" and "Yinchiang," calling at Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted with Electric Light and Fans, and carries a fully qualified Surgeon.

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VETARZO BRAIN AND NERVE FOOD

The latest discovery of science is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, or other influences. It dispels nervous exhaustion, defective circulation, nervous dyspepsia, loss of memory, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, nervous tremor, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, headache, nervous depression, wasting diseases, consumption, night sweats, muddy, yellow, watery, or all so many different phases of brain and nerve weakness and exhaustion, the cause of by far the greater portion of the misery, ill-health and despondency by which we are afflicted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerve, creates alertness, restores the depleted vitality, and restores the depleted vitality to those who had almost succumbed to the ravages of the disease. It is a life-giving tonic, and a powerful stimulant. It is a life-giving tonic, and a powerful stimulant. It is a life-giving tonic, and a powerful stimulant.

VETARZO Blood Medicine. See next insertion for full particulars. Send stamped addressed envelope the free booklet on P.O. Box 210 for "Trial Bottle of either remedy" to "THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled vendors may try to sell you something else for extra profit. Do not accept it, but insist on having VETARZO. The genuine has words 'VETARZO REMEDIES' on Government Stamp. SOLD BY BOOTHS, CHAMBERS & CO."

JOHN OAKLEY & SONS LIMITED, "Whitby's Malt," London.

OAKLEY'S WELLINGTON KNIFE POLISH

WELLINGTON SILVERSMITHS BLACK LEAD SOAP FOR CLEANING PLATE

POLYBRILLIANT METAL POMADE NEVER BECOMES DRY, HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS LIMITED, "Whitby's Malt," London.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgins	TUESDAY, 24th Sept. at 1 p.m.
KAIHONG	Capt. J. W. Evans	FRIDAY, 27th Sept. at 1 p.m.

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co. General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (10,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" October 21st. "CHINA" November 18th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent

Prince's Buildings, Ice House Street. Tel. 1934.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, INLAND SEA, JAPAN AND HONOLULU. FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongkong.

SHINYO MARU.....21,000.....2nd October

KORUM MARU.....20,000.....31st October.

SIBERIA MARU.....20,000.....12th November.

TENYO MARU.....21,000.....23rd November.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARIKA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers Tons Leave Hongkong:

ANYO MARU.....15,000.....Sept. 25th.

NIPPON MARU.....11,000.....Nov. 8th.

KIYO MARU.....17,000.....Jan. 8th, 1920.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER, KING'S BUILDING.

Telephone Nos. 2374 and 2375.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.

FROM HONGKONG: Connecting with FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to

THE BANK LINE LIMITED MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co. Ltd.)

JAPAN, CHINA AND STRAITS TO UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

THE BANK LINE, LTD.

Or to REES & Co, Canton.

General Agents.

SHIPPING

P. & O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for BATAVIA, VIA PERSIAN GULF, CONTINENT, TAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer carrying the Mail will be despatched from this port as usual taking Passengers and Cargo for the above ports. Passengers' accommodation in the connecting vessel is secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncoming steamer for Marseilles and London.

Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates etc. apply to

P. L. KNIGHT, Acting Superintendent

Hongkong, Nov. 23, 1919.

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NOTICES TO CONSIGNEES

JAVACHINA-JAPAN LINE

NOTICE TO CONSIGNEES.

THE Steamship "NIAS"

having arrived from SAN FRANCISCO, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

No claim will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after noon the 25th Sept., will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 25th Sept. or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th Sept., at 10 a.m. by the Company's surveyors, Messrs. Godard & Douglas. No insurance whatsoever has been effected.

Bills of Lading will be countersigned by JAVACHINA-JAPAN LINE, Agents.

Hongkong, Sept. 19, 1919.

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NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.

AND GRINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES of Company's Steamer "EURILOCHUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 18th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th Sept., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 25th Oct. or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, Sept. 18, 1919.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

From NEGAPATAM via S. S. FAZILKA.

THE Steamship "GREGORY APCAR"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by 25th instant, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Godard & Douglas on 24th instant, at 10 a.m.

Claims against the Steamer must be presented in writing within 10 days of arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd.

Agents.

Hongkong, Sept. 18, 1919.

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BRIDGE SCORERS

In Blocks of 50 SHEETS.

20 cents each.

Four for One Dollar.

Obtainable at

The CHINA MAIL, Ltd., 8, Wyndham Street.

